



TO: John F. McDonough, City Manager

FROM: Garrin M. Coleman, P.E., Public Works Director

DATE: March 15, 2017 for Submission onto the Agenda of the March 21, 2017 City Council Meeting

ITEM: Consideration of Approval of Last Mile Connectivity Study

Recommendation:

Staff recommends approval of the Last Mile Connectivity Study.

Background:

In July 2016, the City of Sandy Springs initiated a cooperative planning study of Last Mile Connectivity for the Perimeter business district with the Cities of Dunwoody and Brookhaven as well as the Perimeter Community Improvement Districts (PCIDs). The purpose of the study was twofold, to develop a consolidated list of capital investments for the Perimeter area and develop a long-range transit vision for the Perimeter area. The Consultant, Gresham, Smith and Partners, has coordinated with the cities and PCIDs through workshops and work sessions. Stakeholder outreach to the areas' public and private transit providers was undertaken. A public open house meeting was conducted on January 26, 2017 in Perimeter, with at least 60 individuals in attendance.

Discussion:

The draft Last Mile Connectivity Study report has been issued, which includes the consolidated project list and transit vision. For the study to be successfully implemented over time, it is requested that each of the representative jurisdictions in the Perimeter as well as the PCIDs Boards adopt the report. The report provides a guidebook for future Last Mile Connectivity investments, but it does not obligate the cities or PCIDs for any particular investment. Additional design and engineering is required for projects included in project list. A presentation to the Brookhaven City Council is scheduled for February 28 and to the Dunwoody City Council on March 13.

Alternatives:

Council can elect to not adopt the Last Mile Connectivity Study.

Financial Impact:

The Last Mile Connectivity Study has no immediate financial impact to the City. It provides a tiered list of proposed investments that the city can program for further design and implementation as well as general policy recommendations for consideration.

Attachments:

- I. Resolution
- II. Presentation
- III. Last Mile Connectivity Study Draft Report

RESOLUTION NO. _____

**STATE OF GEORGIA
COUNTY OF FULTON**

**A RESOLUTION TO ADOPT THE LAST MILE CONNECTIVITY STUDY
FOR THE CITY OF SANDY SPRINGS, FULTON COUNTY, GEORGIA**

WHEREAS, it is necessary from time to time to establish policies, procedures and guidelines consistent with the administration of a municipal government consistent with the U.S. Constitution, federal statutes, Constitution of the State of Georgia, and the Charter for the City of Sandy Springs; and

WHEREAS, the City of Sandy Springs established development and transportation policy through The Next 10 Comprehensive Plan adopted on February 21, 2017 and Transportation Master Plan adopted on August 19, 2008; and

WHEREAS, the City of Sandy Springs, in conjunction with the Cities of Brookhaven and Dunwoody, have an economic and sustaining interest in preserving, protecting, and enhancing the Perimeter and Medical employment districts; and

WHEREAS, the City of Sandy Springs Public Works Department is charged with developing transportation plans consistent with future land use, providing analysis for future transportation needs, and providing a long-term vision for capital investment in the City's transportation infrastructure; and

WHEREAS, the City will provide a safe, connected, and efficient transportation system within and to the Perimeter business district, with a focus on supporting all modes of travel, including bicycle, pedestrian, and transit;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA

That the City of Sandy Springs receive, accept and adopt the Last Mile Connectivity Study presented on March 7, 2017.

APPROVED AND ADOPTED on this the 21st Day of March, 2017.

Approved:

Russell K. Paul, Mayor

Attest:

Michael Casey, City Clerk

(Seal)

Last Mile Connectivity Study

SANDY SPRINGS CITY COUNCIL

MARCH 7, 2017



Purpose

Purpose

To provide a **clear vision** for the future last mile transportation needs in the Perimeter area to include a **consolidated program of transportation investments** and **exploration of existing and future transit opportunities**.

- ▶ Offer a network of **safe, comfortable, convenient options** for traveling **between origins/destinations and transit service**
- ▶ Make it **easier** for people to **make short trips on bike or on foot** and make it more **convenient for people to take advantage of existing transit service**

Why Last Mile Connectivity?



Offer choices and options to workers, residents, and visitors other than personal vehicles



Tremendous growth in the area, including commercial and some residential development



Reduce congestion

Provide opportunities for healthier lifestyles

Maintain the area as desirable destination for workers, residents, and visitors



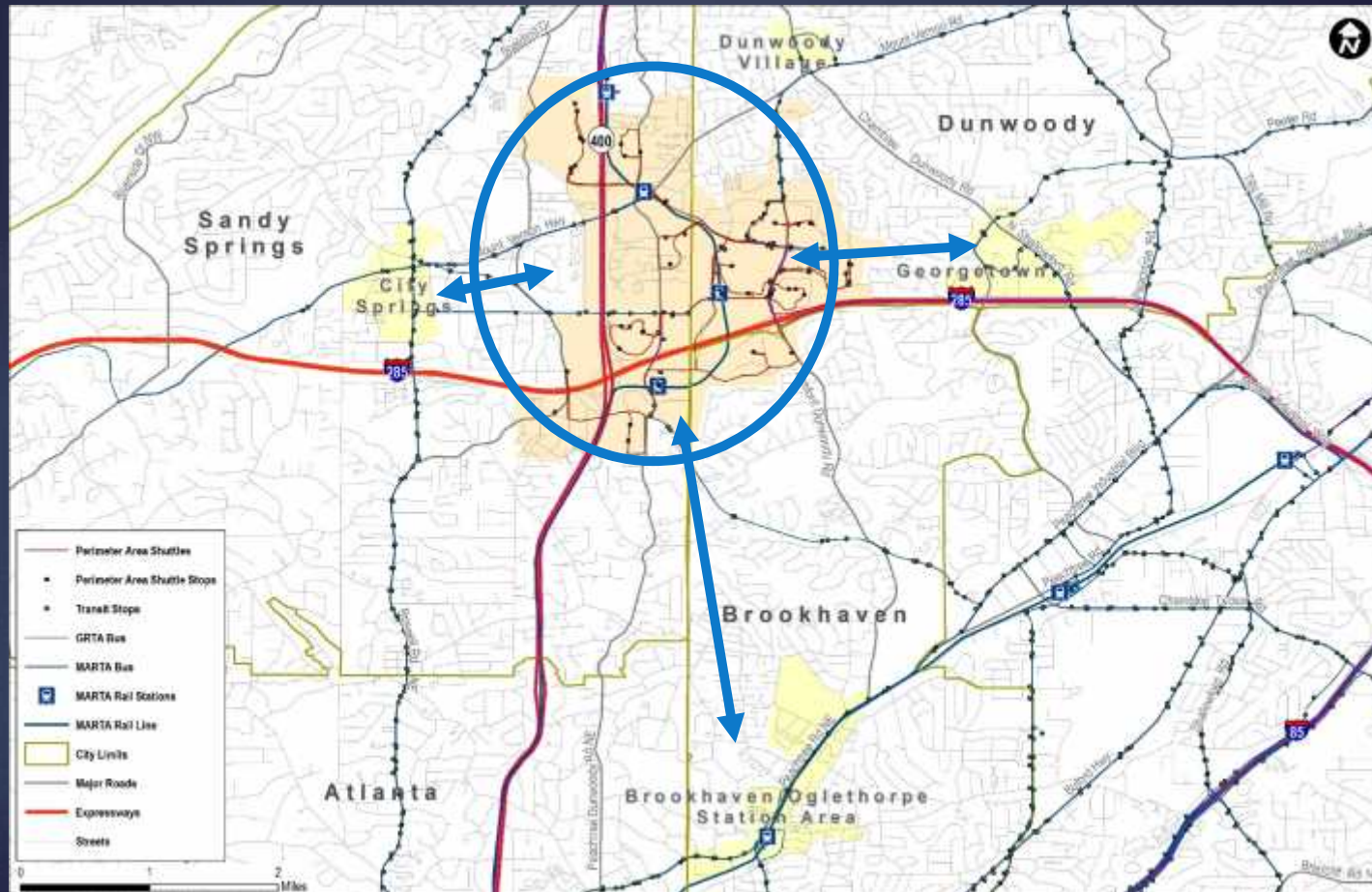
Ensure economic competitiveness

Provide safe and comfortable transportation options

Vision

In the future, the Perimeter area will offer a robust network of safe, easy, and convenient opportunities for people to walk, bike, or take transit. Well connected and accessible workplaces, commercial areas, educational and health facilities, and open spaces will increase the economic competitiveness of the area, helping the Perimeter area thrive as a desirable place to work, live, and visit, and sustaining it well into the future.

Study Area



Key Aspects of Study

- ▶ Extensive coordination with Cities and PCIDs
- ▶ Have reached general consensus among all project partners
- ▶ Consolidated Project List
 - ▶ Reviewed projects in all prior plans and studies from Cities and PCIDs
 - ▶ Reconciled project inconsistencies and identified gaps
 - ▶ Recommended new projects and programs to enhance last mile connectivity
- ▶ Transit Vision
 - ▶ Examined several types of transit options
 - ▶ Developed vision and framework to leverage existing transit services and set the stage for investment in future services

Public Open House

January 26, 2017

60 attendees

23 comments

- 70% comments indicate support for bike facilities and shared paths for cyclists and pedestrians
- 78% comments indicate support for enhanced transit service in Perimeter area



Source: GS&P

Public Open House

January 26, 2017

"Improve the quality of sidewalk/path connectivity – it is poor today...a patchwork of sidewalks and paths and crosswalks."

"If buses and shuttles are the answer, need to change the negative attitude towards using them."

"MARTA Stations are 1960's cement tombs. They should be designed for humans and protected from elements. (And cleaned!)"

"With complete and new construction going up, getting people out of their cars is paramount."



Source: GS&P

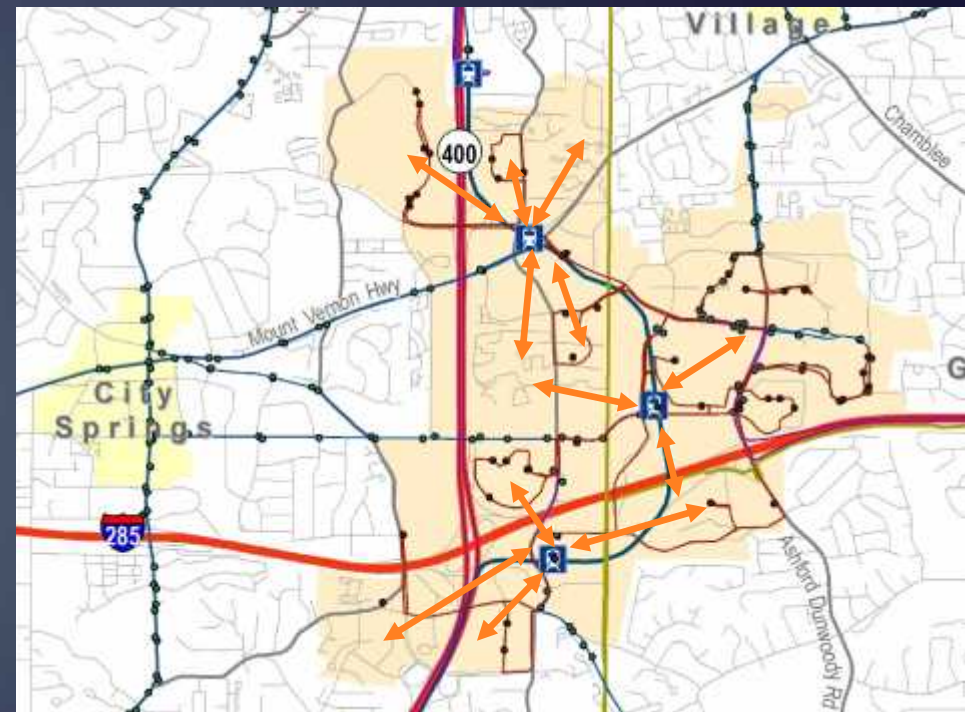
Types of Connectivity

Node Connectivity



- Between PCIDs and activity centers
- Creating or funding low-stress links between nodes and the PCIDs, along primary corridors

Last Mile Connectivity



- Between home/destination and nearest transit stop, station or hub
- Within one mile of rail stations and within walking distance of bus stops



New Recommendations to Enhance Last Mile Connectivity

Quick Wins

Priority Short-Term Projects

- ▶ **Fill sidewalk gaps** on south side of Abernathy Road from GA 400 entrance ramp to Peachtree Dunwoody Road
 - ▶ Missing area of sidewalk
 - ▶ Provides connectivity between businesses east and west of GA 400
 - ▶ Better connectivity to Sandy Springs MARTA Station



Image © 2017 Google



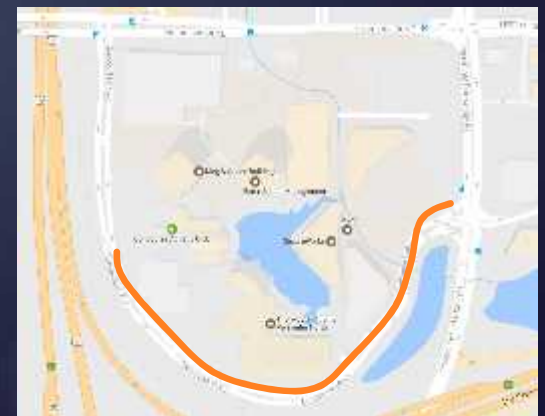
Quick Wins

Priority Short-Term Projects

- ▶ **Fill sidewalk gaps** on Concourse Parkway from Peachtree Dunwoody Road to Concourse Athletic Club
 - ▶ Provides safe facility for people to walk between GRTA Xpress bus stop and hotel/office buildings
 - ▶ Private road - PCIDs will coordinate with property owners



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Quick Wins

Priority Short-Term Projects



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MARTA Station Area Improvements

Work with MARTA to improve pedestrian accessibility, internal circulation, lighting, and facades at Perimeter MARTA stations, and enhance connections to surrounding sites and facilities

Est. Cost:

- ▶ Design - \$50,000-\$100,000/station
- ▶ Implementation/construction - \$2-3 million
- ▶ Costs dependent on design elements

More detailed study needed to determine specific actions and improvements

Quick Wins

Priority Short-Term Projects

Wayfinding Guidelines and Program

Develop and implement branded wayfinding guidelines and program for the Perimeter area at two scales:

- ▶ Pedestrian-scale to guide people on foot and cyclists
- ▶ Vehicular-scale to guide motorists on a broader scale throughout Perimeter area
- ▶ Focus around MARTA rail stations, the mall, hospitals, and other key destinations
- ▶ \$150-\$200K for guidelines and design, \$2-2.25M for fabrication and installation



Source: GS&P



Source: GS&P

Short-Term Initiatives

Perimeter Bikeshare Program

Create a task force to explore implementing a bikeshare program within the Perimeter area.

- ▶ Representatives from Sandy Springs, Dunwoody, Brookhaven, and PCIDs
- ▶ Consider different models of bikesharing, including Downtown Atlanta program
- ▶ May issue survey to gauge public interest
- ▶ Identify phased approach to implementation of program



Relay Atlanta Bike Share Program, Downtown Atlanta
Photo credit: Isadora Pennington, Atlanta Intown Paper

Short-Term Projects

New recommendations to enhance last mile connectivity

- ▶ **Install sidewalks on** Glenridge Drive between I-285 and Hammond Drive
- ▶ **Complete Streets**
 - ▶ Peachtree Dunwoody Road (Glenridge Conn to Lake Hearn Drive)
 - ▶ Johnson Ferry Road (Glenridge Conn to Brookhaven city limits)



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Short-Term Projects

New recommendations to enhance last mile connectivity

► **Concept Study**

- Pedestrian bridge between North Springs MARTA Station and Glenlake Parkway

► **Corridor Studies to establish vision and identify multimodal improvements**

- Abernathy Road
- Glenridge Drive/Glenridge Conn (Hammond Drive to Peachtree Dunwoody Road)

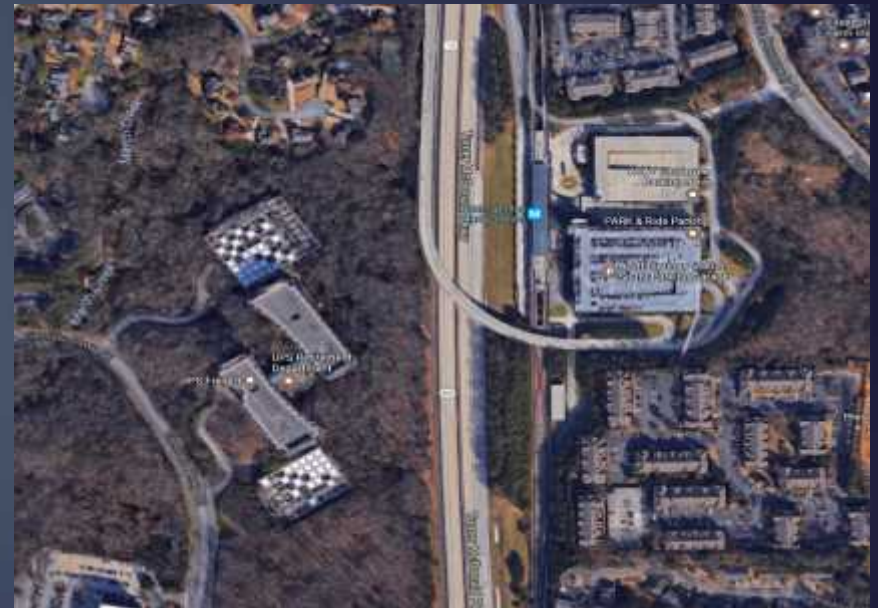


Image © 2017 Google

Mid-Term Projects

New recommendations to enhance last mile connectivity



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► **Multi-Use Path**

- Glenlake Parkway/Glenridge Drive (UPS to Abernathy Road)

► **Complete Streets**

- Mt. Vernon Highway (Abernathy Road to Dunwoody city limits)

Long-Term Projects

New recommendations to enhance last mile connectivity

► **Bicycle Lanes**

- Peachtree Dunwoody Road
(Glenridge Connector to Atlanta city limits)

► **Corridor Improvements**

- Windsor Parkway (Peachtree Dunwoody Road to Brookhaven city limits)
- Additional bicycle and pedestrian facilities on local streets around activity centers



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Long-Term Strategy: Regional Greenbelt

- ↔ Low-stress bicycle and pedestrian connectivity between Perimeter and activity centers
- ↔ Consider connections to Chamblee



Source: ArcGIS Basemap

Transit Vision

Node Connectivity Recommendations

City Springs Connection

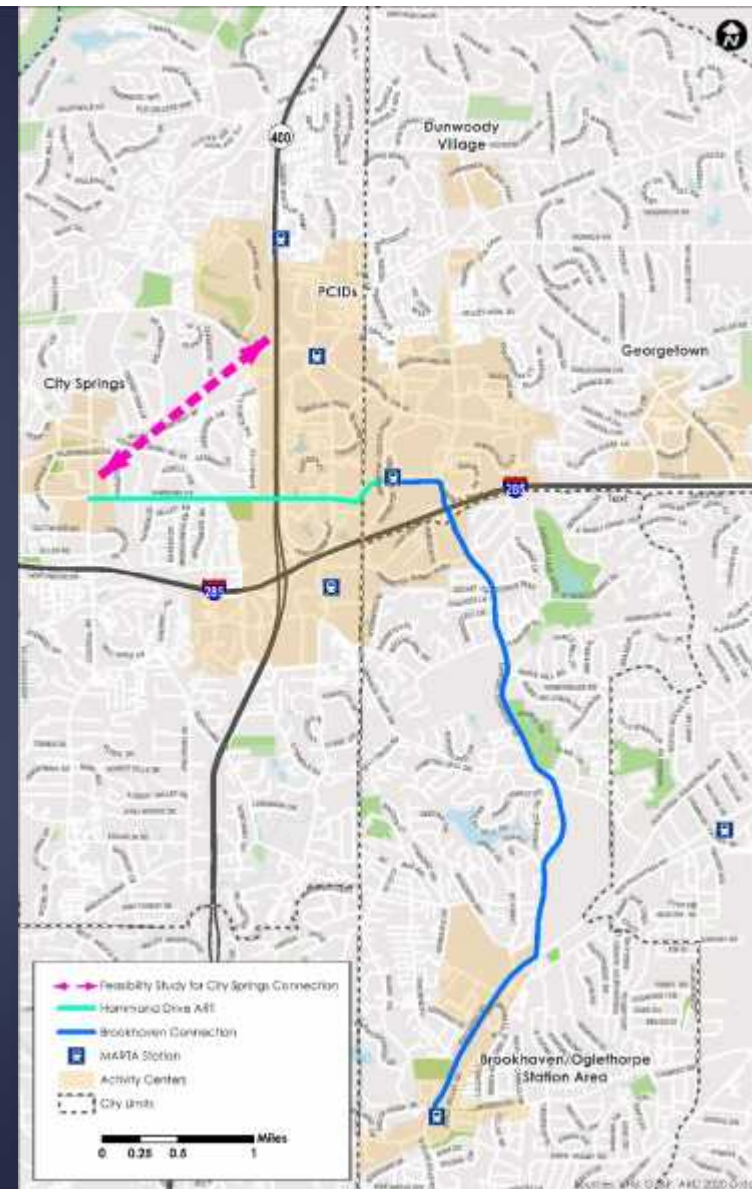
- East-west connection between City Springs and Perimeter area
- Recommending planning and operations study

Hammond Drive

- Transit signal priority compatible with responders on MARTA buses

Brookhaven Connection

- Small, shuttle-style vehicle between Brookhaven/Oglethorpe MARTA Station and Perimeter area
- Transit signal priority



Last Mile Transit Recommendations

Dedicated lanes for transit service in the Perimeter area, to serve existing shuttles, MARTA buses, and GRTA Xpress buses

Tier 1: High-priority connections between MARTA stations, mall, and major office campuses

Tier 2: Secondary connections

Benefits

- Utilizes existing transit service and leverages planned transit enhancements
- No operating or vehicle costs for cities
- Minimal capital costs
- Flexible options for ROW acquisition
- Can operate initially in peak periods only
- Tie-in to future managed lane system



Short-Term Transit-Supportive Strategies



Standardize Stop Amenities

*Shelters
Signage
Real-time information*



Technology and Infrastructure

Transit signal priority



Improve Walkability and Bikeability

*Wider sidewalks, internal sidewalks
Street shading
Cyclist amenities*



Leverage Ridesharing Services

*Formal agreements with Uber/Lyft
Designated pickup/dropoff areas*



Private Shuttles

*Minimum hours of service
Real-time data for mobile application*

Long-Term Transit-Supportive Strategies



Land Use and Urban Form

*Direct connections to transit stations and between uses
Thresholds for residential and employment density*



Parking Management Policies

*Subsidies and other incentives for transit users
Pass parking costs to users*



Foster Active Streets

*Wider sidewalks
Smaller minimum setbacks
Street trees, benches, and other amenities*

Next Steps

- ▶ Final Presentations
 - ▶ Brookhaven City Council – February 28, 2017
 - ▶ Sandy Springs City Council – Today
 - ▶ Dunwoody City Council – March 13, 2017
 - ▶ Perimeter CIDs – pending
- ▶ Resolution to adopt Plan and short, mid, and long-term recommendations at later City Council meeting
- ▶ Adoption will allow staff to prioritize projects, prepare project and implementation plans, identify funding, and move projects forward to improve last mile connectivity in Sandy Springs



Thank You!

Questions?

Additional information?

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New Projects to Enhance Last Mile Connectivity in Sandy Springs

- S005: Concept Study for Pedestrian Bridge
- S154: Abernathy Road Corridor Study
- S156: Glenridge Drive/Glenridge Connector Corridor Study
- S157: Johnson Ferry Road Complete Street
- S158: Peachtree Dunwoody Road Complete Street
- S167: Abernathy Road Sidewalks
- S168: Concourse Parkway Sidewalks
- M139: Glenridge Parkway/Glenridge Drive Multi-Use Path
- M140: Mt. Vernon Highway Complete Street
- L189: Peachtree Dunwoody Road Bicycle Lanes
- L197: Windsor Parkway Corridor Improvements

